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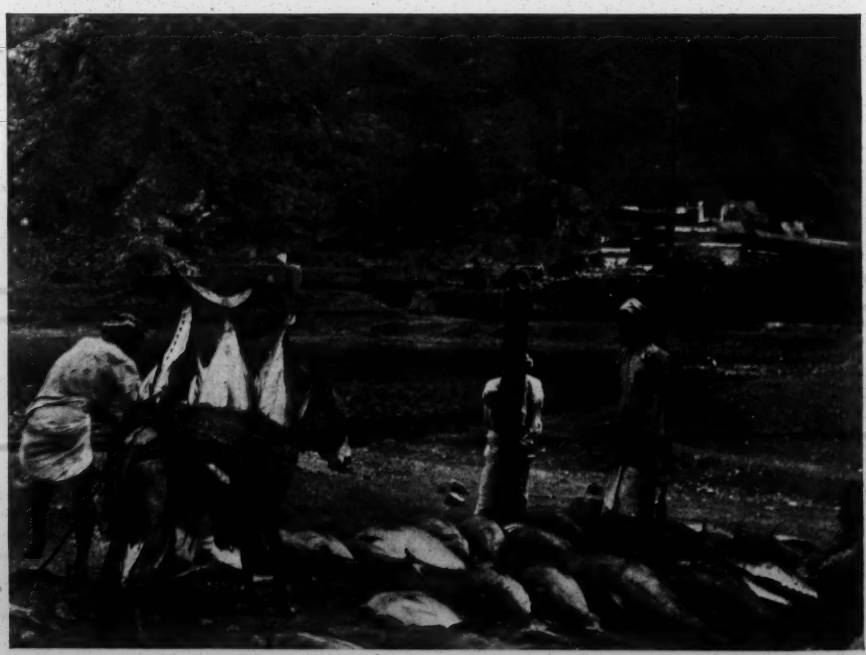

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LIKE A SCENE FROM THE ARABIAN NIGHTS

Fishermen and their methods of packing fish head downward in hampers on donkeys have not changed much in colorful Masqat, on the Gulf of Oman. So plentiful are fish at Masqat that in times of drought dried fish are fed to cattle (See Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Natal, Aërial Front Door to Brazil

BREAKFAST in Africa and dinner in Brazil!

This was the unique experience of Jean Memoz, French airman, and six companions in the fatest westward crossing of the Atlantic Ocean, a record flight of fourteen hours, made January 16. Taking off from St. Louis, Senegal, at 4:48 o'clock in the morning, the big trimotored mail plane came down at Natal, Brazil, at 7:15 p. m. the same day.

Natal an Air-Minded City

Thus, air-minded Natal, on the tip of Brazil's great eastern shoulder, again flashed into news headlines of the world. Not only is Natal the nearest port of the New World to the mainland of the Old World, but its people are among the most enthusiastic supporters of aviation in South America. Natal, and its next door neighbor, Recife (Pernambuco), have witnessed practically all the takeoffs or landings of the two score or more crossings of the South Atlantic, including the nine round-trip flights of the *Graf Zeppelin* in 1932.

Natal's population knows and talks about and is interested in airplanes and air traffic as Hollywood's inhabitants are familiar with and are incessantly talking about "movie" cameras, film sequences and cinema actors. Geography marked Natal as an important airport, but the industry and sympathetic interest of its people, and the farsightedness of Brazilian and foreign engineers completed the job of making it South America's "air solar plexus."

Three important air lines now converge at the town, bringing mail and passengers from North America and the West Indies, the countries of the north coast of South America, and from the coastal and interior cities of southern Brazil, Uruguay and Argentina. No regularly scheduled efforts, aside from test flights such as that in January, have been made to fly the mail from and to Europe across the relatively narrow neck of the Atlantic between South America and Africa; but a French company maintains fast mail packets which rapidly steam between Natal and Dakar, French West Africa. Between Dakar and France, as between Natal, Rio and Buenos Aires, the mail is committed to the air.

Capital of Brazilian State

Natal is not a large town. It has a population of about 35,000 and is capital of the state of Rio Grande do Norte. Its streets are wide, and its moist climate gives it a green aspect. The residential part of the city extends back into rolling hills. It is not situated directly on the sea, but lies about two miles above the mouth of the Rio Potengy.

Modern shops, automobiles, and well-dressed pedestrians give the visitor an impression of prosperity. But the town is far removed from the center of Brazilian activity in the south, and suggestions of the frontier still linger. A railway connects with Pernambuco to the south; but there is only a short bit of trackage extending toward the interior.

Goods to and from the back country must still be moved largely by the picturesque troops of pack mules and horses in charge of a *tropeiro* and his dark, hard-visaged lieutenants. Sometimes 100 or more mules and horses, laden with big bags of cotton or packages of other produce from the interior, amble through Natal's streets, with bells tinkling and mule drivers shouting. Similar pack trains

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SAN FRANCISCO PLANS TWO BRIDGES TO SPAN ITS MAGNIFICENT BAY

From the city of San Francisco (on the peninsula, upper left), a long bridge will span the eight miles of water separating the city from Oakland (in the foreground), by way of Yerba Buena Island. The other bridge will hurdle in a single jump the Golden Gate (upper middle), that narrow strait between San Francisco and the peninsula to the north. In the right foreground is the city of Berkeley, and the campus of the University of California (See Bulletin No. 5).

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Search for Soap Ingredients Is World-Wide

THE United States is "soap conscious."

If all the soap normally used in the country in a year were equally distributed, every man, woman, and child would be allotted 25 pounds.

Modern Soap Kettles Hold Ten Carloads of Soap

In colonial times, nearly every back yard was a soap factory. When colonial housewives had collected enough fat for a batch of soap, they placed it in a kettle over a fire and added lye, which they made from wood ashes. The result was a coarse, soft soap.

Although soap kettles still are in use in remote regions of this country, soap making has graduated from the back yards of America to huge factories employing thousands of men and women, and maintaining hundreds of railway cars in which to haul supplies. The soot-covered kettles of colonial days have given way to huge vats, some of which hold ten carloads of soap.

Despite the growth of the industry, alkali and fats, or oils, still are the basic ingredients of soap. Manufacturers find an ample supply of alkalies within the borders of the United States, but the demands and whims of soap users for soap containing particular oils, perfumes and other ingredients, has made soap one of the most international commodities in the American home.

If people of every race which had a part in the production of American made soap were called together, they would run the gamut of color and custom. Products of every continent except, perhaps, Antarctica, are used by American manufacturers; and the islands of the seas and the seas themselves make their contributions.

Vegetable Tallow from China

Animal tallow, an old soap maker's stand-by, comes from the slaughter houses of the United States, but vegetable tallow is pressed from the seeds of the Mutsz-shu tree of South Central and Western China. Coconut oil, obtained from the dry pulp of coconuts (copra), is imported from the Philippines. Nigeria, Belgian Congo, and the Dutch East Indies are sources of palm oil from the fruit of palm trees, and palm kernel oil.

Spain, Italy, Algeria and Greece are the sources of the olive oil used in American soaps. Peanut oil, although obtained from southern United States, also is imported from China, Africa, India and South America. For cottonseed oil the soap maker has to go no farther than our cotton-producing southern States.

Rosin which is used in laundry soap is another contribution from our southern States, but some rosin is imported from France. Pumice, for workmen who demand a soap that will "cut the dirt" without injuring the skin, is imported from Lipari Islands, which lie northwest of the "toe" of Italy.

Musk makes soap odors last longer. Soap makers import vegetable musk, made from the dried roots of an East Indian plant, as well as animal musk, which is taken from the male musk deer. These animals are found in Tibet, and in the Atlas Mountains of northwest Africa.

India, Australia and the West Indies are the sources of sandalwood oil, used

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transport bales of fabrics, food supplies, and household goods on their return trips.

In a little park near the harbor of Natal is a great circular casino. In the round structure the municipal officials during the past few years have fêted every prominent flyer who has entered Brazil's "air door," including the great Italian air squadron of ten planes in January, 1931.

Note: *See also* "Skypaths through Latin America," *National Geographic Magazine*, January, 1931; "Gigantic Brazil and Its Glittering Capital," December, 1930; "Through Brazil to the Summit of Mount Roraima," November, 1930; "By Seaplane to Six Continents," September, 1928; "How Latin America Looks from the Air," October, 1927; "The Amazon, Father of Waters," and "Exploring the Valley of the Amazon in a Hydroplane," April, 1926; and "Rio de Janeiro, in the Land of Lure," September, 1920. For supplementary reading and illustrations of the sections of Africa and Europe traversed by the Europe-South American air mail lines see: "Flights from Arctic to Equator," April, 1932.

Bulletin No. 1, February 6, 1933.

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LAUNCHING A JANGADA OFF THE NORTHEAST COAST OF BRAZIL

These rude rafts, made by splicing four or five logs together and stepping a short mast, may have been the first craft to greet the French fliers on their recent record flight from Senegal, Africa, to Natal, Brazil. From the Amazon well down to Rio, mail planes flying along the coast pass over hundreds of such boats. Clumsy as they appear, Brazilian fishermen navigate them with skill and ease many miles from shore.

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Plan Survey of Arabian Haunts of Sindbad the Sailor

SINDBAD the Sailor, in the Thousand and One Nights, had many an exciting adventure in the romantic waters and ports of the Arabian Sea, and the Persian, Oman, and Aden gulfs. This region will be surveyed by a British oceanographic expedition in 1933.

Oman and Bahrein, Aden and Bushire, Masqat and Kuwait—the very names bordering these little-known eastern seas to-day suggest the tinkle of camel bells and the lively chatter of the story-tellers.

Masqat's Harbor a Lake of Deep Blue

Masqat, halfway up the Oman Coast, is one of the most picturesque harbors in all the world. The town lies crammed into a narrow valley at the foot of volcanic crags. The harbor is a lake of deep blue, the houses stand on the very verge of the water, and ruined Portuguese forts crown the heights that command it on either side. A gap in the rocks confines the appalling heat of the summer months, when the sun's rays, reflected from the glowing rocks, scorch like an oven.

And if one asks an explanation of a natural phenomenon he realizes that the imagination which conceived Ali Baba still lives in native stories such as this:

Solomon was once in the Persian Gulf in a rowing-boat; he dabbled his hand in the water, as landsmen will, and dropped his signet ring. A porpoise was at hand.

"Porpoise, find my ring," said Solomon.

"On my head, on my eyes," said the porpoise, and commenced to dive. After a time he came to the surface. "Solomon," he said, "I can't find it."

"Look again," said Solomon. The porpoise dived afresh, and again reported failure.

"Look again," said Solomon. Again the porpoise came to the surface.

"Solomon," he said, "it is no good, I can't find it." Solomon was wroth.

"Go on looking till you find it," he said, and now, whenever a porpoise sees a boat, he approaches it, diving incessantly because he thinks Solomon may be on board. When there is no boat in sight he does not look for the ring, because he is lazy, like a human being.

Persian Gulf Displays Fireworks

Nature adds bizarre touches of her own. The Persian Gulf is famous for displays of phosphorescence by night. One writer tells of a night when all round his vessel the sea glowed with pale blue light; the ripples thrown out on either side became diverging streams of lambent flame; the crest of every wave glowed as though the sea was afire; around the bow porpoises played in ghostly brilliance; the wake shown with a light that made the moon seem pale!

Bushire, Persia, is a port where a large ship may have to anchor six miles off shore unless the tides enable it to ride to the inner anchorage, three miles nearer. The city is virtually an island, separated from the mainland by nine miles of mud flats, in former years often impassable even by mules.

Near the port of Bandar Abbas is Ormuz, once the Bombay of South Persia, to-day almost deserted. "It has no fresh water save what the fruitful clouds weep over her, in sorrow of her desolation, late so populous," but it recalls high

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as a disinfectant in soap. The fragrant oil of bergamot is pressed from the rind of fresh fruit of the bergamot tree, which thrives in Italy and Sicily, while the lavender plant of France gives up lavender oil.

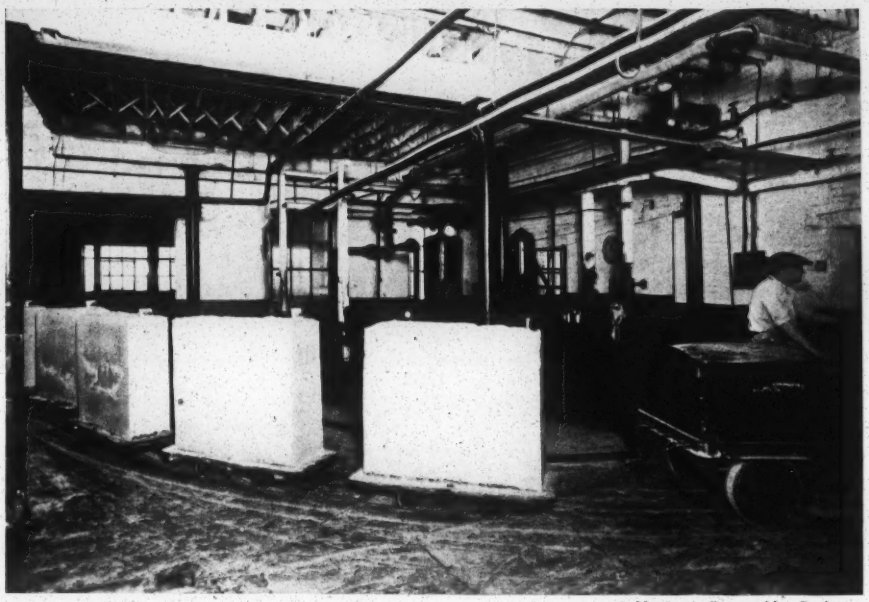
Oil of bay is produced from the bark of the bay tree of the West Indies; the Island of Formosa and China are the sources of oil of camphor; while red thyme oil comes from an aromatic shrub which grows in Spain and Syria.

Rosemary oil comes to American soap factories from Spain and the Dalmatian coast; geranium oil from Algeria and Reunion Island in the Indian Ocean; oil of citronella from Ceylon, Java and the neighborhood of Singapore; lemon grass oil from the East Indies; sunflower seed oil from Russia; and *bois de rose* oil from the rosewood trees of Cayenne and Brazil. The Atlantic Ocean supplies tons of menhaden—small, bony, inedible fish which provide a soap oil—while for whale oil ships rove the Atlantic and Pacific from the Arctic to the Antarctic.

While American soap makers still search the world for new soap-making materials, American chemical laboratories are producing synthetic soap ingredients. Some of the chemicals used in the laboratories, however, are themselves products of remote regions of the world.

Note: Brief references to soap ingredients and processes, and descriptions of chief soap-ingredient regions will be found in the following: "Ohio, the Gateway State," *National Geographic Magazine*, May, 1932; "Illinois, Crossroads of the Continent," May, 1931; "Norway, a Land of Stern Reality," July, 1930; "Virginia—a Commonwealth That Has Come Back," April, 1929; "A Maryland Pilgrimage," February, 1927; "Marching through Georgia Sixty Years After," September, 1926; "Singapore, Crossroads of the East," March, 1926; "The Romance of Science in Polynesia," October, 1925; "Zigzagging across Sicily," September, 1924; "From Granada to Gibraltar," August, 1924; "The Land of the Free in Africa," October, 1922; "Formosa the Beautiful," March, 1920; and "An American Gibraltar," July, 1916.

Bulletin No. 2, February 6, 1933.



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"HOW MANY BATHS IN A SLAB OF SOAP?"

Each of the soap blocks in this miniature train weighs nearly half a ton. After the soap has been aged it is taken to the slabbing machines, where the blocks are forced through frameworks of equally spaced piano wires. This picture was taken in a Cincinnati, Ohio, factory, that is one of the largest producers of soap in the world. Jersey City, N. J., is another leading soap-making center.

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America's Far Flung Overseas Domain

PASSAGE of the Philippines independence bill, a citizenship bill for Samoa before Congress, and pressure of population in Puerto Rico have all served in recent weeks to call attention to Uncle Sam's far flung overseas domain.

Absolute freedom for the Filipinos still awaits approval of the independence bill in the islands, the preparation of a constitution, and a ten-year period in which the United States will assist Filipino leaders to set the proposed new nation in running order.

Three Regions as Large as Texas

This is a good time to consider the extent of our present external "empire," whose combined area, including the Philippines, is 711,604 square miles, or the equivalent of almost three regions as large as Texas. If 1932 saw the highwater mark of American territorial expansion, then our overseas domain at that time nearly equaled the area of the original thirteen states in 1790.

The very name "United States of America," meaning forty-eight sovereign States, located in continental North America, tends to obscure our outlying possessions and territories. Yet, during five and a half months in 1932, the sun never set on the flag of the United States.

Consider the widely-scattered units over which the Stars and Stripes waves at the present moment, and some time-honored geographic statements will have to be revised until they sound like a "believe-it-or-not" series.

For example: What is the geographic center of the United States?

"Smith County, Kansas," would be the reply of any well-informed schoolboy.

But Hawaii, not Kansas, is nearer the actual center of this "United States, extended," which includes our widely-separated territorial units.

Hawaii, most easterly of the lengthy Hawaiian chain, is situated approximately halfway between St. Croix, of the Virgin Islands, and Balabac Island, of the Philippines. St. Croix and Balabac, respectively, are the nation's most easterly and most westerly land.

The Hawaiian Islands chain, incidentally, in itself affords a surprising span of U. S. Territory. If an airplane flew along the entire group it would cover a distance equivalent to that from Albany, New York, to Bismarck, North Dakota.

Eastport, Maine, is usually referred to as our "farthest east," which it is from a continental standpoint. Forget continental limitations, and St. Croix, Virgin Islands, is Uncle Sam's nearest Atlantic approach to the Old World.

Where "East" and "West" Are One

The Philippines, on the other hand, which are Uncle Sam's "farthest west," constitute his closest contact point with Europe's "Far East," or Asia.

Early risers in the Virgin Islands, or in Maine, are seeing the sun come up at the moment the sun is setting for natives of the Philippines, during the period of late spring and early summer.

Uncle Sam's farthest north is Alaska, American "land of the midnight sun" which, with its protected inland waterways, its age-old glaciers disgorging huge icebergs, and its finger-like fiords, resembles Europe's peninsular Norway.

Spanning almost halfway around the world in longitude, the United States comes very nearly doing the same in latitude. For there is one U. S. possession,

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adventures of the past. The British and the Portuguese fought there for mastery of the Eastern Seas.

Commerce statistics will inform you that Ormuz to-day trades in red oxide and rock salt for local use.

Interest in the Arabian side of the Persian Gulf centers about Bahrein, the island of pearls, where the rich Arab merchants have electric lights and fans and automobiles. Then there is the nearby Pirate Coast, described as a desolate wind-swept shore and a tangle of narrow creeks and shallow lagoons. Here live many retired pirates who have turned their attention to the pearl industry.

Even oil, in the Persian Gulf, is not without its romance, when a trade observer quotes Keats:

> "And divine liquids come with odorous ooze
> Through the cold serpent-pipe refreshfully."

Near Aden is Mocha, the home of coffee, while in the hills back of the Hadhramaut coast are the "skyscraper" castles of fierce Arab tribesmen trading in frankincense and myrrh.

Note: Students interested in Arabian regions should also consult: "Into Burning Hadhramaut," *National Geographic Magazine*, October, 1932; "Flying the World," June, 1932; "Flights from Arctic to Equator," April, 1932; "Citroën Trans-Asiatic Expedition Reaches Kashmir," October, 1931; "Fishing for Pearls in the Indian Ocean," February, 1926; "A Visit to Three Arab Kingdoms," May, 1923; "Modern Persia and Its Capital," and "Persian Caravan Sketches," April, 1921; "From London to Australia by Airplane," March, 1921; "The Rise of the New Arab Nation," November, 1919; "Socotra, the Isle of Frankincense," March, 1918; "The Flower of Paradise," and "Mecca the Mystic," August, 1917; and "Where Adam and Eve Lived," December, 1914.

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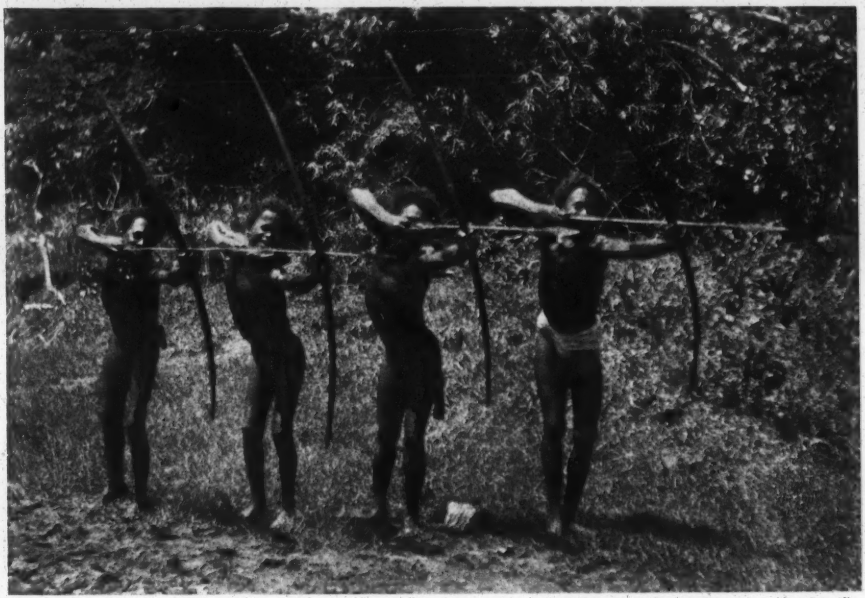

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EXPERTS WITH THE BOW AND ARROW

Filipino negritos of the Casiguran Bay district, northeastern Luzon, give a demonstration of their skill. Many of the jungle natives of the Philippines have had almost no contact with white civilization. (See Bulletin No. 4.)

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Bridging San Francisco Bay

ENERGETIC San Francisco is about to begin work on "the largest bridge project in history." This month bids will be opened for the construction of a series of mighty spans to link downtown San Francisco with its neighbor, Oakland, eight miles across San Francisco Bay.

Frederick Simpich, in a communication to the Washington, D. C., headquarters of the National Geographic Society, describes the proposed bridge and the teeming California city which will realize a 50-year dream when the span is completed.

"Remember that San Francisco stands on a peninsula," he writes. "North and east of it spreads the great harbor; to the west, the Pacific. So most travelers reach it by water.

Its Voice the Blast of Ferryboat Whistles

"San Francisco's voice is the hoarse blast of ferryboats on the Bay. That sound never ceases. Counting commuters, nearly 55,000,000 people a year pass through the vast Ferry Building at the foot of Market Street, a city within itself.

"For years men have talked of a bridge across the Bay tying San Francisco to Oakland. Now it is assured—a toll bridge, to be part of the State highway system. An engineers' boat loiters near Yerba Buena Island. On board are world authorities on foundations and bridge-building. Deep borings are made to determine the structure of the earth far under the Bay, for this will be a colossal feat. Nearly eight miles long and rising to a height of 680 feet, the bridge will take five years to build. The estimated cost is $75,000,000.

"Planned as a double-decker, it will carry nine lanes of automobiles and two tracks of street cars. At present the Bay ferryboats haul about four and a half millions of vehicles each year. The new bridge will be able to handle 15,000 vehicles an hour, at the peak of traffic, and may carry as many as 40,000,000 a year, the engineers estimate.

Another Planned for Golden Gate

"Still another bridge, higher but shorter, is also being surveyed, actually to span the picturesque Golden Gate itself—that spectacular breach in the Coast Range through which, long ago, a great river flowed and which still forms the only floodgate for draining the vast inland valley of central California.

"You can think of this Bay as a great turning-around basin for ships of all nations. In a year, between 7,000 and 8,000 vessels sail in and out of the Golden Gate. Once California was the Union's greatest wheat exporter; now, on boats from this Bay you find the first ten items in point of value to be mineral oils, dried fruits, canned fruits, barley, cigarettes, automobiles, canned milk, sardines, redwood lumber, and wheat flour.

"Richard Dana, writing a century ago, said: 'If ever California becomes a prosperous country, this Bay will be the center of its prosperity.' A bold prophecy then, for the land was empty. Now more than 1,750,000 people live about the Bay in Alameda, Berkeley, Oakland, San Jose, San Francisco—in all the sixty-odd towns and cities shown on the map.

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Samoa—the only inhabited one south of the Equator. Pago-Pago, in Samoa, is our naval sentinel in southern waters.

Then there is isolated Guam, rendezvous of those giant electric serpents, the undersea cables, which guards, with its naval base, our ship lines to the far away Philippines. Puerto Rico is another U. S. area within the boundaries of these farthest outposts of Uncle Sam's dominion. In the Canal Zone, at Panama, and at Guantanamo Bay, Cuba, the Stars and Stripes are also seen.

If Marie Byrd Land in Antarctica were inhabited, and if there were anyone there to fly the U. S. flag continuously, the sun would not set on the American emblem for 9½ months instead of 5½ months.

Note: The *National Geographic Magazine* has published several illustrated articles revealing unique aspects of our outlying possessions and territories. See: "A Modern Saga of the Seas," December, 1931; "World Inside a Mountain," September, 1931; "Skypaths through Latin America," January, 1931; "Unexplored Philippines from the Air," September, 1930; "Conquest of Antarctica by Air," August, 1930; "To-day on 'The Yukon Trail of 1898,'" July, 1930; "Some Impressions of 150,000 Miles of Travel," May, 1930; "Mapping the Home of the Great Brown Bear," January, 1929; "To Bogotá and Back by Air," May, 1928; "Around the World in the *Islander*," February, 1928; "Bird Life among Lava Rock and Coral Sand," July, 1925; "Puerto Rico, the Gate of Riches," December, 1924; "America's Strongest Outpost of Defense," February, 1924; "Sailing the Seven Seas in the Interest of Science," December, 1922; "The Haunts of the Caribbean Corsairs," February, 1922; "Across the Equator with the American Navy," June, 1921; "America's South Sea Soldiers," September, 1919; and "An American Gibraltar," July, 1916.

Bulletin No. 4, February 6, 1933.

© *Photograph by David J. Martin*

UNCLE SAM HAS GIVEN THE FILIPINO A RUNNING START

The handsome Legislative Building in Manila is one of many fine structures built in the Philippine capital under American rule. All but two of the 24 senators and but nine of the 94 members of the lower house are at present elected by the people. The others are appointed by the Governor General. Good schools have followed the American flag into the remotest regions of the Philippines. More than a million Filipino pupils are enrolled in the elementary schools alone.

"San Francisco is one of our richest cities, per capita, in real and personal property; yet one of the most democratic. You may see a fastidious old gentleman buy flowers from a street vender, then climb on a tiny cable car for a five-cent ride to club or mansion up the hill. At sea-food lunch stands millionaires stop for a crab-meat cocktail or a hot clam broth, rubbing elbows with newsboys.

Civic Auditorium Seats 11,000

"To boisterous San Francisco of gold-dust days, music and drama were born in those noisy nights when shouting miners threw nuggets at the twinkling feet of Lotta Crabtree, and Lola Montez danced 'The Spider' to forget her romance with Ludwig, mad King of Bavaria.

"Now new stars rise on bigger and better stages to entertain the growing city. In the Civic Auditorium, where opera is sung, 11,000 people find seats; and the city's Symphony Orchestra ranks with America's best. It has an opera association which supports a permanent ballet, chorus, and its own scenery painters; its Chamber Music Society tours the Nation."

Note: For additional descriptions and pictures of San Francisco and Pacific coast regions see: "Flying the World," *National Geographic Magazine*, June, 1932; "Out in San Francisco," April, 1932; "Befriending Nature's Children," February, 1932; "California, Our Lady of Flowers," June, 1929; "Seeing America With Lindbergh," January, 1928; and "A City of Realized Dreams," February, 1915. See also: "Washington, the Evergreen State," February, 1933.

Bulletin No. 5, February 6, 1933.

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LOOKS LIKE AN ACCIDENT, BUT IT IS ONLY A CABLE CAR BEING TURNED

A moving cable in a slot between the rails is gripped by a mechanism within these cars to haul the vehicles up the steep streets which climb San Francisco's hills from the Bay. Although tiny, old-fashioned and rough-riding, these cars are still a favorite vehicle and much used by sightseers. At the end of the line passengers often help the crew to turn the car around in the middle of the street.

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